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Duxbury Clipper

No Traffic Light Has Resident Seeing Red

By KEITH L. MARTIN

Perhaps no two words in the English language bring about instant emotion in Duxbury like "traffic light."

From ardent support to passionate denunciation, opinions vary over where they should and shouldn't be and if they are necessary or an excessive addition to the town's landscape.

It is with this backdrop that Lou Tretakoff, a resident of Duxbury for 12 years, is recommending that the town,

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Duxbury Resident Lou Tretakoff is starting a petition to get a traffic light at the intersection of Tremont, Chestnut and Tobey Garden.

Lack of Traffic Light Has One Resident Seeing Red

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the state or anyone else take action at the intersection of Tremont, Chestnut and Tobey Garden streets.

"I want a four-way traffic light at the intersection," said Tretakoff, who works at Prudential Duxbury Village Real Estate on Chestnut St. "I know there are people in town who think this is a good idea and others who think differently, but it is a hazard."

From the blind spot drivers experience on their right when on Tobey Garden St. to the excessive speeds coming up and down Route 3A on Tremont St., he feels the time has come to remove the existing blinking yellow and red lights for a more advanced model.

"People come flying around that corner [on Route 3A North], it's a wonder no one has been killed entering the intersection," he said. "It's a terrible situation. I've seen people take their chances getting out and I have just been missed being hit myself."

From his office window, Tretakoff has seen the volume of traffic coming into Hall's Corner increase over the years. A lot of that traffic, he

said, is coming from the intersection, whether it is people coming into Hall's Corner from Tremont St. or people in West Duxbury using Tobey Gardens St. as an access road to the town's main business center.

To encourage someone to take action, Tretakoff is starting a petition for citizens to sign in support of a light at the intersection. Beginning this weekend, Tretakoff will be at the Depot St. Post Office on Saturday and at Holy Family Church on Sunday looking for support.

"I know if I go to the church on Sunday morning, I'll get 500 signatures in a few minutes," said Tretakoff.

He'll also find another passionate supporter of change at the intersection: Monsignor William Glynn.

For nearly seven years now, Fr. Glynn has convened the Bailey's Corner Traffic Committee, an informal group of nearly a dozen residents who also want a traffic light at the intersection.

"All you need is one trip up there to try and make a left [off Chestnut St.] at the Milepost Restaurant and you'll see," said Fr. Glynn. Fr. Glynn said that two years ago, the group wrote a letter to Senator



Backups like this one on Chestnut Street are common, said Tretakoff.

Robert Hedlund about the issues at the intersection and was told that the state was slated to do "work" there in 2005 because Route 3A (Tremont St.) is a state road and not controlled by Duxbury.

"The town would never put a light there," said Joe Shea, chairman of the town's Highway Safety Committee. "It's a state road. If the town was willing to pay, the state might be interested. Nobody in town, from the selectmen to the town manager to the head of the DPW, is unaware of [problems there], but it is not a question of attention, it is a question of money to do it."

Shea said that his committee has looked at every intersection in town for the last 15 years and that the one Tretakoff and others see as a hazard is far from the worst in town. In fact, it ranks tied with the intersection of Tremont St.

and Route 139 for the third, behind the High St./Franklin Valley St./Summer St. and the Winter St. and Route 53 intersections.

"Accidents tell us where we have to put the fix and so does data," said Shea. "The data places it down on the list."

DPW Director Tom Daley agrees with Shea and said that the state's highway department must approve a light at the intersection. To do so, the area must meet certain warrants, such as a set number of serious accidents and fatalities—something the intersection in question does not.

"[Duxbury] could have five billion dollars for a light, but the state will say it doesn't meet the warrants," said Daley.

Residents in the area still would like something done to ease the burden of increased

traffic flow and a potentially dangerous trip through the intersection.

"I avoid that intersection," said Suzanne Wirt of 120 Chestnut St. "If I need to get to Tremont St., I'll cut down another way versus sitting and waiting forever. I also think it's dangerous because Chestnut and Tobey Garden streets don't line up across from each other, so we need a light there."

But there are other who see a traffic light as a beacon for more motorists to use the intersection in the first place.

"We have enough traffic already with people speeding down here," said Colleen Brayer of 116 Tobey Garden St. "The light will encourage more to come down here because if they see the light, they think it's a major roadway to use. If people follow the rules of the road, we'll be fine. It can be slow, but it works."